

Attachment 6

To Operations Group Factual Report

Addendum 1

DCA13MA120

POM – Visual Approach

2.18 Visual Approach

2.18.1 General

2.18.1.1 Preparations

- a. Check the weather at the destination airport and ensure it has appropriate ceiling and visibility to maintain a visual pattern.
- b. FMC ARRIVAL Page is useful to maintain 2NM downwind width by selecting Runway and RWY EXT.
- c. Usually radar vectored to the airport of downwind leg or final approach and maintain visual reference for landing.

2.18.1.2 Initial/Intermediate Approach

- a. The pilot reports runway in sight or visual reference to ATC then requests visual approach clearance for landing.
- b. Enter maneuvering on downwind leg using HDG/TRK mode when cleared ATC.
- c. Maintain flaps 5 before entering on downwind at Flap 5 maneuvering speed
- d. Refer to FMC and ND for downwind width and base turn point if available.

2.18.1.3 Downwind and Base

- a. Maintain 1,500FT AGL and 2NM according to wind condition on the downwind leg.
- b. Prior to turning base, and 30 seconds past end of the runway extend the landing gear, select flaps 20, arm the speedbrakes, and slow to flaps 20 maneuvering speed.
- c. Approximately 40~45 seconds past end of the runway start base turn with shallow descent rate.
- d. Select landing flaps (flaps 25 or flaps 30) then LANDING CHECKLIST at base.
- e. At turning final, PF orders PM to set the runway heading.
 - 1) PF : “Set Runway Heading”
 - 2) PM : “Runway Heading Set”

2.18.1.4 Final Approach

- a. Recommended approach path approximately 2 1/2~3 degrees.
- b. Adjust the point and bank angles for entering final considering wind direction.
- c. An altitude of approximately 300 feet above airport elevation for each mile from the runway provides a normal approach profile.
- d. Stabilize the airplane on the selected approach speed with an approximate rate of descent between 700–900 FPM. Descent rate greater than 1000 FPM should be avoided. However, little over 1,000FPM is acceptable when heavy gross weight or three VASI condition and it should be included in approach briefing.
- e. Stabilize the plane by 500FT (HAT) on final, Execute “GO-AROUND” if unable to stabilize.
- f. PM should callout “FIVE HUNDRED”, PF should response “LANDING” or “STABILIZED” at 500FT (HAT).

2.18.1.5 Go-Around

- a. Execute missed approach if un-stabilized approach, lost visual reference or ATC directions.
- b. Accomplish normal go-around procedure by maintaining runway heading or ATC instructed heading.